

Vision Statement and Design Principles

Short North Guidelines / Working Group / 03-08-10

The following draft vision statement and design principles are intended to create a common foundation for the Short North Working Group as we prepare updated design guidelines. This proposal is based upon the Visioning Exercise undertaken at the Working Group's first meeting (see attachment). The purpose of the vision statement and design principles is two-fold: 1) to establish a common understanding among the participants regarding the future of the built environment in the district and 2) to create a basis or diagnostic tool for assessing proposed guidelines (e.g. is a proposal consistent with/supported by the vision statement and design principles?).

Draft Vision Statement

In 10 years the Short North will remain a vibrant, mixed use destination comprised of varying building types and densities, respectful of the historic fabric yet supportive to new building forms and types, celebrating the arts and supported by a full range of transportation and pedestrian modes without over dependency on the car.

Draft Design Principles

1. The Short North will benefit from a true mix of land uses, organized vertically within buildings and horizontally throughout the district that provides a clear and seamless development linkage with Downtown and the University District.
2. The land use mix should accommodate a full range of retail, service and office uses, with an emphasis on locally-owned and -operated establishments.
3. There should continue to be an emphasis on retail, personal service and arts-related businesses located on the ground floor of buildings, with offices and residences located on upper floors.
4. A range of density/intensity of development should be supported, provided it is sensitive to the context within which it is located by providing physical transitions that mitigate potential impacts (e.g. variations in setback, height, materials, lighting, and screening/buffering).
5. Architectural character and treatment should be sensitive to the context within which a building is located. Special emphasis should be provided relative to historic building types, while providing contemporary design solutions (and materials) consistent with a vibrant community. Exterior building materials should emphasize quality and durability.
6. Contributing/historic structures provide a defining character to the district. Rehabilitation and adaptive reuse should be the highest priority.
7. The pedestrian experience should have a major influence on the design and building pattern within the Short North.
8. Parking should always be secondary to and supportive of buildings. Appropriately integrated parking garages are preferred.

9. Residential uses should provide parking at a rate that responds realistically to demand and site context.
10. The zero-setback building pattern along High Street should be maintained and infill development used to address gaps in the streetscape.
11. New construction and alteration of existing buildings should always emphasize maintaining the “sense of place” created by the neighborhood’s historic development pattern and have a vibrancy that addresses the street, while remaining sensitive to adjacent residential neighborhoods.
12. Provision should be made to accommodate pedestrians, as well as bicyclists and transit riders wherever feasible and appropriate.
13. Signage is an integral part of the Short North commercial corridor. Signs and other graphics should be compatible with the primary use and serve to complement the building’s architecture. Signs should be primarily oriented to the pedestrian and not obscure or detract from significant architectural details.
14. Physical space for the interaction of people, such as plazas, enhanced entries, and outdoor dining, should be integrated into project design.
15. Landscaping of private property will continue to be promoted as aesthetic enhancements to the built environment, for the purposes of screening and buffering, and to encourage environmentally sustainable development practices.
16. The overall design of the streetscape and its individual elements will promote a high quality, safe and walkable public realm.
17. Well-placed public art should be encouraged as a means to build on the district’s focus as a center for creativity.

Visioning Exercise

Short North Guidelines / Working Group / 02-04-10

1. What do you think are the most successful physical attributes of the Short North?	2. What do you believe are the least successful physical attributes of the Short North?	3. What is your vision of the Short North in 10 years?
<ul style="list-style-type: none"> a. Intact nature of the corridor. b. Mixed use c. Consistent form/setbacks d. Sense of place e. Variation in streetscape f. Existing/contributing bdgs (southern half in particular) g. Pedestrian orientation h. Large/glass storefronts i. Density of attractions j. Opportunities for small storefront investment k. Short blocks l. Offset intersections 	<ul style="list-style-type: none"> a. Sites that have been poorly developed b. Long/narrow nature w/ varied needs (north to south) c. Vacant lots/missing teeth (particularly in north) d. Public transportation (not adequate) e. Single-use bdgs f. Lack of transparency in some newer storefronts (Dakota) g. Structural codes drive design in ways that aren't consistent with desired direction h. Lack of something like a circulator to get visitors from remote parking to district i. One- story bdgs/bdgs with big setback (undermines intimacy of street) j. Use of stucco when bdg is supposed to be traditional otherwise k. Location of bike racks l. Dilapidated condition of sidewalk/streetscape/trees, etc m. Access impact from I-670 	<ul style="list-style-type: none"> a. High density/appropriately scaled buildings to complement historic fabric b. Protection of mixed use pattern, particularly more unique uses that help provide character to the area c. Traffic jam/parking problem (good thing) d. Connecting to area north of Fifth Avenue continuing on to OSU e. Public transportation – something like a streetcar/circulator – rather than light rail f. Sensitive/compatible design g. Zero parking requirement h. Seamlessness from south to north i. Parking strategy that mitigates some of pressure that is impacting the area j. Embrace evolution of the district. Some of the existing uses might move northward. k. Redeveloped northern portion of the district. l. New development that incorporates existing historic structures.